

DRINK - - -

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF

J. CLIFFORD-WILKINSON.

BEWARE OF SPURIOUS
IMITATIONSwhich are unpalatable and sometimes
dangerous.

Per Case of 48 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$8.00
Per Dozen Splits \$1.10

**TANSAN
GINGER ALE**

Experts Testify That

TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE**GINGER ALE**
IN THE WORLD

PER CASE 48 PINTS \$7.75
PER DOZEN PINTS 1.95
PER CASE 50 SPLIT 5.25
PER DOZEN SPLIT 1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchants,

12, QUEEN'S ROAD CENTRAL.

POWELL'S

ALEXANDRA

BUILDINGS

LADIES'**RAINCOATS**Fine Quality, Covert Coating,
Latest Styles, Smartly Cut,**\$25 to \$30 each.****WATERPROOFS**

Best Quality Only.

**\$28.50 to \$42.00
each.****GOLOSSES**FINEST RUBBER,
THREE SHAPES**\$2.20 to \$2.50
a pair.****Wm. POWELL, Ltd.,**

Drapers, Dressmakers,

Milliners and House

Furnishers,

HONGKONG.**The SAVOY,**

LIMITED.

OUR

Special Lines**Soft****Fronted****Shirts,**

DETACHABLE

COLLARS

\$2.75.**SILK ERROLD****TIES,****60 Cents.****THE SAVOY, Ltd.,**Queen's Road
Central**PARIS TOILET CO.**

13, QUEEN'S ROAD CENTRAL.

Just Received Large Assortment
of

Roger and Gallet's Poudre

De Riz, Dentifrice

Lotion Vegetable La-

vender, Quinine, Eau

De Cologne, Cosmeti-

que, Shaving Cream,

Brillantine, Shaving

Sticks, Fancy Soaps

and Perfumery.

PRICES MODERATE.

Hongkong, April 6, 1906.



ESTABLISHED A.D. 1841.

**A. S. WATSON
& Co., Ltd.****WINE & SPIRIT MERCHANTS.****SCOTCH WHISKY.****WATSON'S**

Celebrated

'E' BLEND

VERY OLD LIQUEUR

SCOTCH**WHISKY.**A blend of the finest WHISKIES
distilled in SCOTLAND**OF GREAT AGE,
MELLOW AND FINE
FLAVOUR.**Pronounced by Connoisseurs to be the
BEST WHISKY IN THE FAR EAST.**Per Dozen \$18.50.**The following are also recom-
mended, and are unsurpassed in
quality and price:—**Per Doz.****A.—Thorne's Blend \$12.00****B.—Glenorchy, Mellow**

Blend, a fine 'Soda

Whisky of great age 12.00

C.—Aberlour-Glenlivet 13.50**D.—H.K.D. Blend of**

the Finest Old Malt

Scotch Whiskies 18.00

**A. S. WATSON & CO.,
LIMITED.****WINE AND SPIRIT MERCHANTS.**

ALEXANDRA BUILDINGS

MEMOS. FOR TO-MORROW.**Auctions.**

11 a.m.—Auction of Enamelled Ware

Goods, at Messrs Hughes & Hough's

Sales Rooms.

2.30 p.m.—Auction of Pekin Curios, at

Mr F. Kien's Sales Rooms.

Meeting.

11.45 a.m.—Meeting of China Light &

Power Co., Ltd., at Co.'s Office.

Miscellaneous.

8 p.m.—Annual Dinner of Devonian

Society, at Hongkong Hotel.

1 p.m.—Athletic Meeting of V.F.O. on

the Hongkong Football Club Ground.

General Memoranda.**Monday, April 9.**

2.30 p.m.—Auction of Japanese Curios,

at Mr Geo. P. Lammer's Sales Rooms.

Goods per Ernest Simons undelivered after

this date at Noon will be subject to

rent and landing charges.

Goods per Satsuma undelivered after this

date subject to rent.

Tuesday, April 10.

2.30 p.m.—Auction of Postage Stamps,

at Mr Geo. P. Lammer's Sales Rooms.

Goods per Atlantis not cleared at 4 p.m.

on this date subject to rent.

Goods per Glenroy not cleared on this

date subject to rent.

Wednesday, April 11.

11 a.m. & 2.30 p.m.—Auction of Furni-

ture, Sofa, &c., at Mr F. Kien's

Sales Rooms.

Noon—Auction German Steamer Decima

at Mr Geo. P. Lammer's Sales

Rooms.

3.15 p.m.—Meeting of Philippine Co.,

Ltd., at the Office of National Bank of

China, Ltd.

Goods per Amer undelivered after this

date will be landed.

Goods per Pekin not cleared at 4 p.m.

on this date subject to rent.

Thursday, April 12.

11 a.m.—Auction of Millinery, Shoes, &c.,

at Mr Geo. P. Lammer's Sales Room.

Saturday, April 14.

Noon—Meeting of National Bank of

China, Ltd., at Co.'s Premises.

NOTICE.**THE EDITORIAL OFFICES OF****THE CHINA MAIL are now located****at No. 8 QUEEN'S ROAD CEN-****TRAL (first floor), Opposite****Messrs. CALDBECK, MACGREG-****OR and Co.****THE BUSINESS OFFICE AND****PRINTING WORKS are at No. 5****WYNDHAM ST.****The China Mail.**

HONGKONG, FRIDAY, APRIL 6, 1906.

UNREST IN NATAL.

ALTHOUGH Mr Winston Churchill had to ignominiously abandon the absurd and arrogant attitude he took up on the question of the execution of rebellious natives in Natal the effect of his foolishness remains. Our exclusive cables informed us yesterday that there has been a recrudescence of the trouble and that an ominous state of affairs exists in many districts. This was only to be expected. The Under Secretary of State for the Colonies knows next to nothing about Natal. His knowledge of South Africa was gained when he was acting as a war correspondent during the Boer War, and the war correspondent is too engrossed as a rule in his immediate business to devote much time to a study of the social and economic conditions of the country in which the army to which he is attached is operating. But Mr Winston Churchill makes up for his lack of knowledge by his overweening belief in himself, hence his disastrous interference with matters in which he has no concern. The native chiefs in Natal would very quickly learn that the decision of the local Government had been questioned by an outside power and although the Natal Government scored a signal triumph in the end the temporary dislocation of the Colony's affairs has undoubtedly confirmed the recalcitrant chiefs in the belief that they have a biased protector in the Imperial Government. The anti-British element in South Africa will assuredly encourage this impression as they have everything to gain by keeping the country in a state of political ferment. Everything in the traditions of the Liberal party supports their conviction that they have only to create sufficient disturbance to force the Imperial Government to allow them much their own way. The path they yearn to tread leads towards independence, as everyone, except perhaps the belighted Little Englanders in Sir Henry Campbell-Bannerman's strangely assorted Cabinet, realises. Though only officially a few months old the gentlemen who are in control at the Colonial office have twice broken the law in their anxiety to show their sympathy with the section in South Africa which hopes to see the humiliation of the British. Lord Elgin set the example and his Under Secretary went one step further. They have probably established a record for making mistakes, and, as they have behind them a solid majority it is to be feared that we do not yet know to what extremes they are prepared to go to to placate the anti-Imperialists who keep them in office. It was a hard saying but one which contained considerable truth that upon the head of the late Mr Gladstone rested the blood that was shed in South Africa in the last war. The quavering of course was that, but for Mr Gladstone's mistaken weakness in dealing with the South African Republics after the unfortunate operations in the early eighties of last century, the recent war would not have been necessary. In a similar way it may be said that the blood which is now being shed in Natal rests upon the head of Mr Winston Churchill.

A Chinese expert in hand writing was giving evidence in the Supreme Court this morning, during the course of which he was requested to write certain Chinese characters. He did so, but slowly, and was then asked by Mr Slade to write the same characters in "running" Chinese, not "fair" as he had written it. The expert poised his pen in the air for a moment then commenced to write slowly. Mr Slade abjured him to hasten, and witness replied—"I must have time to think, then I can write the characters." When an expert has to think over the formation of a letter in a language familiar, it can be understood by the average individual how difficult the written Chinese language is.

The amount of prize money paid during 1905 in England, Ireland, and Scotland for horse races amounted to half a million pounds, or to be exact, £524,624 2s 2d. This is a colossal sum to be given away as prize money alone in one branch of sport, and it serves as an indication of the intense love of sport which is inherent in all Britishers, at home or abroad. When we consider the number of races that are contested annually in the United Kingdom (something over two thousand), the average number of horses engaged in each event; the cost of training and the upkeep of the stables, one can get a fair idea of the immense amount of money which is expended annually. And this is only by the actual horse owners themselves, but they are not the only ones affected in a monetary sense. The general public roll up in their thousands to witness the races, and the total received from the masses in the form of gate money is no inconsiderable trifle. The total sum spent in the pursuit of pleasure is truly tremendous, and can hardly be estimated with any degree of exactitude; but taking the figures quoted above as a guideline it will readily be admitted that the aggregate sum would run well into millions annually. When we consider the cost of the other branches of sport, such as big-game shooting, yachting, cricket, football, cycling, billiards, swimming, etc., the result is appalling. Were it devoted to the repayment of the National Debt of England (and that is hardly a small sum) it would not be long before the United Kingdom's coffers were replenished and the National Debt a thing of the past. But it is not to be expected that such a thing will come to pass, nor would it be to England's advantage to discontinue sport, though opinions differ very much as to the wisdom of expending so much money in the chase after enjoyment. If the nation as a whole participated more in the actual sport, instead of being content to stand by and watch a few chosen ones, whose circumstances permit of it, taking part in the struggles of the field, it would be of far more benefit to everybody concerned. The cry of England's decadence would be drowned in the exultant cry of a healthy nation. Most, if not all of us, are physically fitted for some branch of sport—some for the more strenuous,

others for the milder pleasures—but all for something. The very fact of being in the open air (for most sports are for out-of-doors) would in itself be beneficial in a great degree, while the exercise of the body tends to strengthen the moral fibre as well and to inculcate many truths which are of inestimable value. The day when the masses of the British race are enabled to reasonably indulge more in actual sport will be a splendid one for the Empire, though even to-day the British have a world-wide reputation for following the manly pastimes of the field. Some, of course, abuse sport—but this we deprecate. What we like to see is moderation.

For a long time we have been waiting for the assertion that must logically complete the claims of believers in faith healing to be made. It has at last been put forward, M. Jean Finot declares in *La Revue* (Paris) that 'not even the postponement of death is beyond accomplishment by the forceful will in full concentration.' Obviously if there is anything in healing by faith there can be no arbitrary limit to the power of the will. Death is in a sense a disease. We laugh at the Oriental because he will not bestir himself to repel the ravages of an epidemic and contents himself with some such oracular remark as 'It is Fate.' We make the unhappy wretch limewash himself or his belongings, but when we grow old we swing round to much his point of view. Experience has shown us that men do not live beyond a certain age, and a certain span, we are told, is allotted to man. According to M. Finot's fascinating theory we die by auto-suggestion. Because other men usually die after they have attained about three score and ten or four score years we make up our minds that "such has been and such shall still be," and, unconsciously, we begin to die. We bow the philosophic head and declare, even as does the Oriental, "It is Kismet." Now M. Finot comes along with his refreshing creed and says "Why not live by auto-suggestion instead of dying?" The simplicity of the method by which longevity can be compassed is marvellous. All that a man has got to do is to constantly persuade himself that he has several more decades of life in front of him when he reaches the age of sixty, and "hey presto" the thing is done.

LOCAL AND COAST NEWS.**Weismann, Limited.**

The well-known firm Weismann, Limited, has been granted the patronage of His Excellency Sir Matthew Nathan.

Commercial Union Assurance Co.

By advertisement in another column it will be seen that the Commercial Union Assurance Company, Ltd., undertakes business in life, fire, marine, typhoon, accident, plate glass, fidelity guarantee, including the guarantee of receivers trustees and administrators bonds. A new departure is made in acting as executors of wills and trustees of estates, etc.

A Malay Tin Mine.

John Adie, an old Ballarat pioneer, turned up in Melbourne the other day from the Malay Peninsula, with a sparkling ring, and a tin property, says the Sydney Bulletin. It may have been the diamond ring given by a Chinese landlord of Perak, or it may have been Adie's venerable son who owns the Sungie Raya tin mine, with Adie as the holder of a third interest on paid-up basis. The tin is rather better than some of the late Tasmanian tin shows. Adie only wants £1500 to equip the block, and he works it out that he will make a little matter of £1700 a month, or equal to 11s. 4d. per share, with one machine. He reports on the claim himself, and is taken entirely on trust. A lucky man in a doubtful age to get the cash with such ease; but his frankness did the trick.

STEARNS' WINE OF COD LIVER OIL is the greatest strengthener of the body. It is a standard remedy in all civilised countries; for its superior qualities have made it world famous.**A REMEDY THAT IS TRULY MAGICAL IN ITS POWERS TO RELIEVE PAIN.****MR Lewis Rozario, Manager of Madras Co-op. Stores, of Madras, India, says: "I certainly think Chamberlain's Colic, Cholera and Diarrhoea Remedy is one of the best medicines made. I had been suffering from an attack of colic and after trying a couple of prescriptions without relief, a friend suggested that I take Chamberlain's Colic, Cholera and Diarrhoea Remedy. I did so and the result was truly magical for it gave me immediate relief. About that time several of my staff were attacked, in a like manner and out of this same bottle I cured them all." For sale by all chemists and storekeepers.****LOCAL AND COAST NEWS.****The Chinese Engineering and M. Co.** Messrs Shewan, Tomes and Co. have received a telegram from Tientsin, intimating that the Chinese Engineering and Mining Co., Ltd. will pay an interim dividend of 1s. per share, free of tax, for account of this year ending February 28, payable May 1.**Manufacturers Life Insurance Co.**

We have received from Messrs Bradley and Company the nineteenth annual report of the Manufacturers Life Insurance Company. During the year the income amounted to \$1,945,840.31, being \$270,347.42 in excess of expenditure. The assets of the company amount to \$7,699,081.66 Gold.

Embezzlement.

Li Yuk Fong, a clerk employed by Messrs Radecker and Company, was convicted, at the Magistracy this morning, of embezzling \$1600. The charge was brought by the firm's comptroller who called evidence to the effect that the money was embezzled on different dates between January and April this year. The shortage was only discovered when bills began to return. A sentence of three months' imprisonment was imposed.

The Baby and the Opium.

This should interest all mothers in the East and is worth noting. "An eleven months old child of a Bengali woman was taken to the hospital at Taiping, suffering from the effects of opium poisoning. The life of the infant, which was almost at the last flicker, has been fortunately saved. The mother was in the habit of giving the poor infant small doses of opium whenever it cried, and in this instance an overdose nearly deprived it of existence. It is well known that many Chinese women conceal opium under the finger nails which they make use of to keep crying babies quiet. Mothers congratulate themselves on having secured such jewels of amara, little dreaming of the dangers their children are exposed to."

The Volunteers.

The Volunteer Orders just issued show that there has been quite an accession to the ranks of our defenders during the week. No less than ten names appear as having joined: Messrs N. Pearson, O. S. Williams, H. F. Haines, E. Chambers, N. S. F. Forbes, P. Jacks, W. W. Kent, J. Bevisville, T. C. Veinon and E. P. H. Lang. Four members have resigned on leaving the Colony, and two from other causes. Under heading of promotions Lieutenants H. W. B. Kennel, J. S. Gabbay and J. T. Hayton have been promoted to be Lieutenants; Engineer Company 2nd Corp. J. C. Lygan to be Corp., and Sapper G. W. Lycock to be 2nd Corp. Passed for promotion Corp. S. A. Seth, Corp. G. Blood, Bomb. A. J. Darby and Bomb. E. G. Wright.

Trouble about a Uniform.

A ricksha coolie was summoned at the Magistracy, this morning, by Mr Shelton Hooper, on a charge of having stolen a suit of uniform clothes. Mr Hooper stated that the coolie had been in his employ, but about two months ago went away without giving notice or obtaining leave. The next morning another man appeared in his place and said that the defendant had handed the uniform over to him and that he was to do the work. He performed the duties satisfactorily but a day or so ago the defendant returned and took the clothes from the other coolie. Mr Hooper did not say long recognises him as his servant so brought the charge of larceny against him. The substitute coolie was called and stated that he handed the clothes over voluntarily as the defendant said he was going to go on with the work. However next morning he failed to turn up and was arrested wearing the clothes. Mr G. D. Melbourne said that on the evidence he could not convict the defendant of larceny but could on a charge of leaving his employment without permission. Mr Hooper pointed out the objection to this was that the defendant would still be in possession of the uniform, which, it was admitted, was his property. This point gave a good deal of trouble, but after argument the defendant was fined on the altered charge and ordered to hand over the uniform. He was led from the Court, and promptly shed the uniform on the steps, having a second suit underneath.

Fat Poultry.From time to time we read of big prizes realised for English table poultry. The following, from *Farm and Garden* by Mr J. W. Hurst, will explain:—"It is very generally known that chicken fattening is carried on in the Aylesbury district, and there are, on the other hand, some few Sussex chicken fatteners who can make heavy ducks, although with these few it is still a very limited branch of their work. One of these has, however, already made a considerable reputation as a prize winner in the dead poultry classes at the important shows, and I was fortunate in calling upon Mr Ben Taylor, at Little Horsted, when the ducks were being killed in preparation for the Smithfield show. I saw some dozen birds, all weighing well over 12lb. apiece, and three or four turned the scale at 16lb. This, at least, proves that Sussex fatteners can successfully fatten heavy birds. I saw some of these birds sell for 10s. to 12s. each."**STEARNS' HEADACHE CURE** can be obtained from all dispensaries (quickly by post). Never be without the Genuine.**RHEUMATISM MAKES LIFE MISERABLE.**

A happy home is the most valuable possession that is within the reach of mankind, but you cannot enjoy its comforts if you are suffering from rheumatism. You throw aside business cares when you enter your home and you can be relieved from these rheumatic pains also by applying Chamberlain's Pain Balm. One application will give you relief and its continued use for a short time will bring about a permanent cure. For sale by all chemists and storekeepers.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
Colombo	Hongkong	Colombo to	Marine (Brindisi)	Plymouth
Colombo	Hongkong	Marine & London	2 days earlier	1 day later
OCEANIA 7000	April 7	MARMORA 10500	Saturday, May 6	Friday, May 11
ARCADIA 7000	April 21	VICTORIA 7000	Sunday, May 20	Saturday, May 26
DEVANHA 8000	May 5	HIMALAYA 7000	Monday, May 28	Sunday, May 31
DELHI 8000	May 19	INDIA 7000	Tuesday, June 5	Monday, June 11
OCEANA 7000	June 2	CHINA 8000	Wednesday, June 12	Tuesday, June 19
DONGOLA 8000	June 16	DONGOLA 8000	Thursday, June 26	Wednesday, July 3
ARCADIA 8000	June 30	MONGOLIA 10000	Friday, July 13	Thursday, July 20
DELTA 8000	July 14	BRITANNIA 10000	Saturday, Aug. 12	Friday, Aug. 19

* DONGOLA through to London.
Passenger change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Hongkong	about	London
about	about	about
JAVA 4500	April 11	May 23
MANILA 4500	May 23	July 6
CEYLON 4500	May 23	July 6
PALAWAN 4700	June 20	Aug. 4
JAPAN 4300	July 18	Sept. 1

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
† Calls at Marseilles.
‡ Carry only First Saloon Passengers.
* Carries 1st and 2nd Saloon Passengers.
For Passage, Apply to

E. A. HEWETT,

Superintendent.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, London, Liverpool, Glasgow, Hamburg, Trieste, Genoa, ports in the Levant, Black Sea and Baltic Ports; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR NEW YORK.
CALLING AT SINGAPORE, PENANG AND COLOMBO.	CALLING AT SINGAPORE, PENANG AND COLOMBO.	CALLING AT SINGAPORE, PENANG AND COLOMBO.	CALLING AT SINGAPORE, PENANG AND COLOMBO.	CALLING AT SINGAPORE, PENANG AND COLOMBO.	CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. SOANDA, Capt. DOEREN, 13th April, 1906. Freight & Passengers.	S.S. SENEGAMBIA, Capt. PETER, 21st April, 1906. Freight.	S.S. SERGOVIA, Capt. SCHNEIDER, 5th May, 1906. Freight.	S.S. C. FELD LAEISZ, Capt. MEYERHOFER, 16th May, 1906. Freight.	S.S. VANDALIA, Capt. HAASE, About Middle of May, 1906. Freight.	

+ Special attention of intending passengers is drawn to the splendid accommodation of the steamer. Saloons and cabins amply lighted throughout by Electricity. Duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, KING'S BUILDINGS.

REGULAR STEAMSHIP SERVICE TO NEW YORK.	UNITED STATES & CHINA JAPAN STEAMSHIP LINE.
VIA PORTS AND SUEZ CANAL.	FOR NEW YORK, VIA SUEZ CANAL.
With Liberty to Call at Malabar Coast. Proposed Sailings from Hongkong.	With Liberty to Call at Malabar Coast.
STEAMERS To Sail 1906.	THE Steamship INDRAVADI, Capt. R. HILL, will be despatched as above on or about the THURSDAY, 26th April next.
SHIMOSA About April 10.	If sufficient inducement is offered.
DEN OF KELLY About April 17.	For Freight, apply to
For Freight and further information, Apply to	JARDINE, MATHESON & Co., Agents.
DODWELL & CO., LTD., Agents.	Hongkong, March 31, 1906. 680

NORDDEUTSCHER LLOYD BREMEN	EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
NOTICE.	FOR SYDNEY AND MELBOURNE.
STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA & MENADO.	Call at MANILA, PORT DARWIN and QUEENSLAND Ports, and calling through to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
THE Company's Steamship BORNEO, Captain F. SEMMEL, (ready to sail on THURSDAY, the 12th inst., at 9 a.m.) For Freight or Passage apply to	THE Steamship EMPIRE, Captain HERRMANN, will be despatched for the above Ports on SATURDAY, the 28th April, at Noon.
NORDDEUTSCHER LLOYD MELOCHERS & CO., Agents.	This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
Hongkong, April 4, 1906. 718	This Steamer is installed throughout with the Electric Light, Force, and Gas, and a Stewardess and a duly qualified Surgeon are carried.

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the crew of the following Vessel during her stay in Hongkong Harbour:-

AROS, British steamer, Captain E. A. Downie. SHEWAN, TOMES & Co.

Shipping.

IMPERIAL
GERMAN
MAIL
LINES.

NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
PRINZ REGENT LUITPOLD ...	WEDNESDAY, 11th April.
PRINZ KETEL FRIEDRICH ...	WEDNESDAY, 25th April.
SACHSEN ...	WEDNESDAY, 2nd May.
PRINZ HEINRICH ...	WEDNESDAY, 6th June.
ROSEN ...	WEDNESDAY, 20th June.
PREUSSEN ...	WEDNESDAY, 4th July.
ZIEHEN ...	WEDNESDAY, 18th July.
GRINSENAU ...	WEDNESDAY, 1st August.
BAYERN ...	WEDNESDAY, 1st August.

ON WEDNESDAY, the 11th day of April, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. KROEMER, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 9th April, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 10th April, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class
Naples, Genoa and Gibraltar	£21. 0. 0.	£12. 0. 0.	£8. 0. 0.
Southampton, London, Bremen and Hamburg	£21. 0. 0.	£12. 0. 0.	£8. 0. 0.
To New York, via Suez, Via Naples, Genoa or Gibraltar	£44. 0. 0.	£24. 0. 0.	£16. 0. 0.
To Bremen or Southampton	£44. 0. 0.	£24. 0. 0.	£16. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
PRINZ SIGISMUND ...	TUESDAY, 1st May, 1906.
WILHELM ...	TUESDAY, 29th May, 1906.
PRINZ WALDEMAR ...	TUESDAY, 26th June, 1906.

ON TUESDAY, the 1st day of May, at Noon, the Steamship PRINZ SIGISMUND, Captain L. Z., with Mails, Passengers, and Cargo, will leave this Port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class
Manila	£20. 0. 0.	£10. 0. 0.	£6. 0. 0.
To New Guinea	£20. 0. 0.	£10. 0. 0.	£6. 0. 0.
To Brisbane	£20. 0. 0.	£10. 0. 0.	£6. 0. 0.
To Sydney	£20. 0. 0.	£10. 0. 0.	£6. 0. 0.
To Melbourne	£20. 0. 0.	£10. 0. 0.	£6. 0. 0.
To Yokohama	£20. 0. 0.	£10. 0. 0.	£6. 0. 0.
To Kobe	£20. 0. 0.	£10. 0. 0.	£6. 0. 0.
To Yokohama & back from Kobe to Hongkong	£140. 0. 0.	£80. 0. 0.	£50. 0. 0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class

To Europe via Australia and Colombo by Imperial Mail Steamer ... £27. 0. 0.

To Europe via Australia and America ... £27. 0. 0.

(from Australia to New York via Vancouver by the O. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For YOKOHAMA AND KOBE, PRINZ SIGISMUND, WEDNESDAY, April 11.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, SACHSEN, WEDNESDAY, April 11.

For PRINZ HEINRICH, WEDNESDAY, April 25.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamers, P. M. & S. Co., O. & S. S. Co., T. K. K. and from NEW YORK to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:-

To	1st Class	2nd Class	3rd Class
London via Plymouth or Southampton	£62. 0. 0.	£32. 0. 0.	£20. 0. 0.
Bremen	£62. 0. 0.	£32. 0. 0.	£20. 0. 0.
Paris via Cherbourg	£62. 0. 0.	£32. 0. 0.	£20. 0. 0.
Naples, Genoa, via Gibraltar	£62. 0. 0.	£32. 0. 0.	£20. 0. 0.

Norddeutscher Lloyd.

For further Particulars, apply to

MELOCHERS & CO., Agents.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP LYRA.

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOI AND MANILA.

THE above Steamer having arrived Con-

signees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., Ltd.

HONGKONG, April 2, 1906. 685

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Nanyang,

having arrived from the above Ports

Consignees of Cargo by her are hereby

informed that their Goods will be delivered

from alongside.

Cargo impeding the discharge or

loading on board after 4 p.m. on the 5th

inst. will be landed at Consignee's risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

HONGKONG, April 2, 1906. 701

A MID-OCEAN RESCUE.

The Wreck of the "Tennamotu-Maru."

Further details of the rescue of the ship-

wrecked Japanese of the "Tennamotu-

Maru" by the U.S. transport "Buford"

appear in the San Francisco Chronicle.

The landing of these distressed seamen at

Honolulu, and the following account of their

rescue shows to what a condition the un-

fortunate seamen were reduced:-

Thirty-seven men were saved from a

terrible death at sea by Chief-Officer Frank

S. Randall and the crew of the United

States Army transport "Buford," late on

the night of February 7th. The saved men

were all Japanese—captain and crew of the

barque "Tennamotu-maru"—which had

put out from Yokohama for San

Francisco for twenty days, leaving

and after a typhoon had ripped her sails

from the gaskets and heavy seas had torn

away the rudder, the "Tennamotu-maru"

plunged and wallowed in great seas that

rolled down from the Arctic. The seas

were ice-fingering, and there was no warning

sun in all these twenty days of drifting to

give cheer or hope to the thirty-seven

Japanese who had been cast upon the sea.

When the "Buford," bound from

Nagasaki to Honolulu, was five days off

the coast of Japan, and was forcing ahead,

all light and standing steadily on her

course on the night of February 7th, the

officer on the bridge and the lookouts for-

ward made out a dim light and spasmodic

flares almost directly ahead. They ap-

peared to be signals of distress, and the

Buford's headway was stopped. When

the lights were abeam, and apparently

only a hundred yards distant, Chief-Officer

Frank Randall and four men went over

the side into a life-boat and pulled for the

distressed vessel. They could hear cries

as they stood on the crest of the waves,

and the men at the oars bent heavily to

their task.

Upon approaching the distressed

vessel in the darkness it was discovered,

that the men in trouble were Japanese. Chief

Officer Randall went aboard with con-

siderable risk, and found that the Japanese

were in a dim plight. For twenty days

they had been drifting, their vessel help-

less, and with their supply of provisions

almost exhausted. Rice alone had for

days sustained them, and they had long

suffered a lack of water. All hands stood

at the rail, gaunt with hunger and thirst,

and worn out by their long vigil. They

hailed their rescuers in piteous fashion,

endeavouring to utter words in English, but

Chief-Officer Randall needed no words to

understand their plight. He quickly

understood their condition, and he at once

set about to convey them to the "Buford."

Four times he went from the water-

logged and sinking barguine to the

"Buford," carrying the distressed Japa-

nese. Even their dog, a poor creature that

whined his gratitude, was taken from the

sinking vessel and when all hands were

safe aboard the transport the "Buford"

stood on her course. A week later, the

Japanese, refreshed and in good condition,

were landed in Honolulu and turned over

to the care of the Japanese Consul. Their

barque had been left to sink in the

heavy swells of mid-ocean.

Notices to Consignees.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER PEKIN.

FROM BOMBAY, COLOMBO AND

SINGAPORE.

CONSIGNEES of Cargo by the above

named Vessel are hereby informed

that their Goods are being landed

and placed at their risk in the Godowns

of the Hongkong and Kowloon Wharves

and Godowns, Ltd., at Kowloon, where

each consignment will be sorted out

and delivered as soon as the Goods are

landed.

This Vessel brings on Cargo:-

From Penang, G. & S. B. I. S. N.

and B. and P. S. N. Co.'s steamers.

